



Fleet Modernization Program

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13 March 02



Fleet Modernization Program

Perceived Problems

- Poor communication of priorities and needs
- Not aligned with Battle Group needs
- Slow laborious process

What has been done to address these problems and other issues?



Fleet Modernization Program

Issue: Communication of priorities and needs

- ❑ CNO Executive Board meeting on FMP
- ❑ Concept of Operations developed
 - Final implementation plan being worked (CFFC/VCNO)
 - Fixes the front end of the process
 - What/Why (Requirements)
 - How (Execution)



CHANGES TO THE FLEET MODERNIZATION PROGRAM (FMP) SHIP ALTERATION (SHIPALT) DEVELOPMENT CYCLE

- ❑ Issue: FMP cycle time is too long (36 months)
- ❑ The FMP Executive Steering Committee (ESC) tasked the planning subcommittee to develop a streamlined set of planning milestones that support: the **D-30 process**, technology insertion and accomplishment of shipalts during a scheduled CNO availability.
- ❑ The revised shipalt development **milestones** were approved by the FMP ESC on 28 June 01 and became effective on 9 July 01.
- ❑ FMP cycle time reduced to 14 months. Recent FMPMIS data indicates cycle time ranges from 16 months to 4 months



NAVSEA DATA ENVIRONMENT (NDE) - NAVY MODERNIZATION (NM)

- ❑ **Issue: Too many independent, unofficial databases that contain modernization information**
- ❑ NAVSEA 04 is migrating legacy FMPMIS to NDE-NM, which will be completed in CY 02.
- ❑ During this migration, other databases that contain modernization information will also be migrated/linked to NDE-NM, such as AIPS/GAITS (ordalt/machalts/FC/EC), LCRS (Air TYCOM), TAMS (Sub TYCOM), AMPS (SEA 53) and NDE-SIDE (SPAWAR).
- ❑ AIPS data currently part of NDE-NM...FMPMIS- Logistics and IDB data (SPAWAR) being replicated
- ❑ Once completed, NDE-NM will be utilized as the "authoritative" national database that provides all FMP information and status.
- ❑ Obtain account at www.nde.navy.mil



ILS CERTIFICATION FORM

- ☐ **Issue: No standardized ILS elements and format to provide certification that all logistics support is in place prior to install**

- ☐ ILS certification form developed, as a coordinated effort by the FMP ILS working group, to standardize ship program manager (SPM) supportability requirements and milestones for shipalts and alterations equivalent to repair (AER).
 - ☐ Incorporates lessons learned and policy changes in logistics policy and practices that have occurred since the last revision of the FMP Management and Operations Manual.
 - ☐ Identifies standard ILS elements necessary for logistics certification of an install

- ☐ ILS message in draft
 - ☐ OPNAV Policy
 - ☐ Issued when alt not ILS certified, yet TYCOM requires....only CINC can approve



ALTERATIONS TO SHIPS ACCOMPLISHED BY ALTERATION INSTALLATION TEAMS NAVSEA TECHNICAL SPECIFICATION 9090-310D

- ❑ Issue: Insufficient and outdated policy and direction for AITs
- ❑ Tech Spec 9090-310C updated to reflect changes in AIT policy and guidance over the last 3-5 years
- ❑ Standardized AIT checklist and AIT requirements across the SYSCOMS, Fleets and PEOs
- ❑ Tech Spec 9090-310D incorporates the RMMCO process which brings the document up-to-date with on-going changes in policies/procedures.



JUSTIFICATION COST FORM (JCF)/SHIP ALTERATION RECORD (SAR)

- ☐ **Issue: JCF/SAR policy outdated**
- ☐ Revised **JCF** to include standardized information necessary for processing by all PEOs
- ☐ Reduced information required for **SAR** signature authority and revised hard copy form
- ☐ Created automated process for JCF/SAR process (business rules)
- ☐ Revised cognizant JCF and SAR tech specs to reflect changes



DESIGN SERVICES ALLOCATION (DSA)

- ❑ **Issue: No standardized definition of DSA elements and no standard funding guidance**
- ❑ Revised and defined **DSA elements** across SYSCOMS
- ❑ Identified need to revisit DSA funding algorithm



FMP FUNDING/BUDGET STRUCTURE

- ❑ **Issue: FMP funding/budget structure not responsive to Fleet emergent requirements**
- ❑ Current FMP funding is by specific equipment and hull resulting in numerous P-1 lines
- ❑ This structure does not support needed flexibility due to extremely narrow scope of individual P-1 lines and current BTR rules
 - Fewer P-1 lines would allow more flexibility and consideration of capabilities required for deploying BGs and could be used to determine the priorities within and across the individual programs and ships.
- ❑ Have made several recommendations to resolve this issue, one of which is that serious consideration should be given to funding repairs and modernization out of the fleet maintenance account funding line to allow highest priority items to be done vice forcing sub-optimization.



IN SUMMARY

- We are making progress
- We are about putting alts on ships
 - Should be done in an organized, disciplined, efficient and supportable manner
 - Must be flexible to ensure when urgent need is identified, we can support
- What we do will support any CONOPS
- We need to be diligent and responsive in ensuring Modernization data is maintained current, accurate and complete